CUPPLES PRODUCTS CORPORATION
2650 SOUTH HANLEY ROAD ST. LOUIS, MISSOURI 63144
AREA CODE 314 ST 1-4729

October 6, 1967

ALCOA CUPPLES PRODUCTS

TO: Mr. Louis DiBono
Mario & DiBono Plastering Company, Inc.
370 Northern Blvd.
Great Neck, L. I., New York 11021

RE: WORLD TRADE CENTER
New York, New York
CPC Job No. A871000

Dear Louie:

Subject: Performance testing of "Cafco" spray-on fireproofing for cold weather application.

I Kaffe followed this on 11/9/67. 2 pcs sent to my Toronto and Bob Barton on 11/13

A series of tests should be conducted to determine the feasibility of spraying fireproofing during cold (freezing) and adverse weather conditions.

Particular emphasis should be given to the application of material and the adhesion strength during and after curing.

Test specimen should be made of prime coated steel representing, as closely as possible, the exterior columns and spandrel panels on the building.

Determine whether admixtures can be used that will retard or prevent freezing during application or from a drop in temperature after spraying.

a. Admixtures should not have adverse effect on the fire resistant, insulating or adhesive qualities of the material.

b. Determine lowest temperature at which spraying is still possible and at which freezing can be prevented.

c. Conduct freeze-thaw cycle tests to determine the strength of adhesion when frozen and immediately after thawing at various stages of curing, immediately after spraying, at 75% moisture, at 50% and 25% moisture and ultimate strength after complete atmosphere cure.

Determine the degree of effect that high humidity, fog or rain will have on the application and performance of the fireproofing.

a. Will saturation build-up from, spraying above, high humidity, fog or rain, cause sagging and/or loss of uncured material.

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PLAINTIFF'S EXHIBIT PX-474

MEMBER AAMA

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October 6, 1967

ALCOA CUPPLES PRODUCTS

TO: Mr. Louis Bilotto

RE: WORLD TRADE CENTER

b. In what degree of adverse weather can spraying of fire-proofing be continued, the worst possible combination of temperature, wind and precipitation.

Very truly yours,

James L. Davis
Director of Engineering

JLD/am

MEMBER
AAMA